

HIGBIE'S BILL DEFEATED.

ASSEMBLYMEN OPPOSE DIRECT TAXATION FOR HIGHWAYS—BILLS PASSED.

Albany, April 21.—When Senator Higbie's bill to abolish the labor system of taxation on highways and substitute direct taxation came up in the assembly to-day the rural members bitterly attacked it, claiming that it was simply legislation in the interest of the bicyclists, who desired that the farmers be taxed and the money spent in improving the roads. Mr. Kelsey, of Livingston, moved to strike out the enacting clause, but this motion was defeated by a vote of 71 to 47. Mr. Robbins, of Albany, moved to strike out all the counties in the western part of the State.

Mr. Nixon then attacked the bill, and used every endeavor to persuade the members to vote against it. He said that if the bill passed it would inflict untold hardship on the farmers, who had been the greatest sufferers from the recent hard times. It was in the interests of the bicyclists solely, he said. On one side were the bicyclists, urging the passage of the bill, and against them were the poor farmers, and he begged the members to vote in the interest of the farmer. The amendment was lost—59 yeas, 56 nays.

Mr. Armstrong moved the bill to a third reading, and it was advanced without objection. Mr. Palmer, of Schoharie, and Mr. Robbins, of Albany, begged the members not to pass the bill, because it would cause the greatest misery among the farmers. Mr. Aldis, of Chenango, attacked the bill, and said that its enactment would insure the defeat of the Republicans by the farmers in this fall.

The previous question was then moved. The vote was taken on the bill, and it was defeated by a vote of 73 to 64-75 votes being required to pass a bill.

The assembly then resumed the consideration of Mr. Roeh's bill to permit the New-York and Brooklyn Ferry Company to run a line from Forty-second-st., New York, to Broadway, Brooklyn, by a vote of 104 yeas to no nays. The bill was approved by the Mayor of Brooklyn and disapproved by the Mayor of New-York.

The annual Supply bill was returned from the Senate with amendments. Mr. Nixon moved to non-concur in the amendments. The motion was carried, and a conference committee was appointed to confer with a similar committee from the Senate.

The Governor sent in a message announcing that the three-day rule was suspended that the annual Supply bill might be passed.

By a vote of 55 to 19 the House passed Senator Brackett's bill providing that the membership of the State Board of Railroad Commissioners be increased from three to four, the new man to be a practical railroad man.

A call of the House was ordered, and enough members were brought in to pass the two supplemental Greater New-York bills that were passed at the same time. The Greater New-York charter was passed, but not returned with it. The first of Mr. Austin's bill providing for the election of officers for Greater New-York next fall. The bill was approved by the Mayor of Brooklyn and disapproved by the Mayor of New-York.

The second bill, also Mr. Austin's, providing that that part of Queens County situated in the City of New-York shall elect Supervisors to the general Board of Supervisors of Queens County, was repassed by a vote of 104 yeas to no nays.

Mr. Austin's bill to bond the city of New-York for school purposes, receded from the city authorities by a concurred amendment. The bill was then sent over from the Senate.

The bill had been amended in the Senate so as to increase the amount of bonds from \$2,500,000 to \$5,000,000, and the Assembly concurred in the amendments.

Other bills passed were: Mr. Nixon's Statutory Revision Commission bill amending the State Finance law; Senator Humphrey's bill to amend the State Insurance law; and Mr. Kelsey's bill to amend the State Insurance law.

Senator C. Davis, appropriating \$200,000 for the erection of buildings for the Eastern New-York Reformatory.

Mr. Forrester's, increasing the salary of the stenographer in the Supreme Court of Kings County to \$2,000.

Mr. Perkins's, defining the jurisdiction of the Commission of Correction in Greater New-York.

Senator Mullin's, providing that any person who wilfully causes a car, or other conveyance, to be driven on a highway, and thereby causes the death of a human being, is guilty of murder in the first degree.

Mr. Tupper's, amending the Railroad law by providing that permission to construct tunnels in first-class cities must be obtained from the local authorities.

Mr. Austin's, authorizing the Aqueduct Commissioners of New-York City to inquire and report on the additional sources of water supply for said city.

Mr. MacCabe's, ratifying the laying out of the 15th Avenue in the City of New-York in the 15th Avenue District.

Senator Guy's, providing for the laying out of the 20th Avenue in the City of New-York in the 20th Avenue District.

Mr. Cady's, providing for the laying out of the 25th Avenue in the City of New-York in the 25th Avenue District.

Mr. Cady's, providing for the laying out of the 30th Avenue in the City of New-York in the 30th Avenue District.

Mr. Cady's, providing for the laying out of the 35th Avenue in the City of New-York in the 35th Avenue District.

Mr. Cady's, providing for the laying out of the 40th Avenue in the City of New-York in the 40th Avenue District.

Mr. Cady's, providing for the laying out of the 45th Avenue in the City of New-York in the 45th Avenue District.

Mr. Cady's, providing for the laying out of the 50th Avenue in the City of New-York in the 50th Avenue District.

Mr. Cady's, providing for the laying out of the 55th Avenue in the City of New-York in the 55th Avenue District.

Mr. Cady's, providing for the laying out of the 60th Avenue in the City of New-York in the 60th Avenue District.

THE CITY AND THE FRANCHISES.

ARGUMENTS ON THE BILL AUTHORIZING THE PURCHASE OF THE SIXTH AND EIGHTH-AVE. ROADS.

Albany, April 21 (Special).—The contest between the Third Avenue Railroad Company and the Metropolitan Traction Company, which has led the former to assail the latter's grip on the Sixth and Eighth-ave. roads, was continued to-day before the Senate Committee on Railroads, which gave a hearing on the bill introduced by Senator Ford, authorizing the city of New-York to issue bonds sufficient to purchase the Sixth and Eighth-ave. roads, according to the contract existing between the city and the corporations.

Ex-Senator O'Connor, who undoubtedly represented the Metropolitan Traction Company, appeared in opposition to the bill, and made two points against it—first, that the measure was too important to be considered at this late date of the session; second, that the city, after having neglected for forty-six years to avail itself of its option, should not be permitted to do so now by the passage of this bill. He declared that it would be the confiscation of the property of innocent stockholders.

Mirabeau L. Towns, possibly for the Third Avenue Company, said that the contract provided for the exercise of the option at any time by the city; that its legality had already been passed on by the Court of Appeals in the city's interest; that there could be no such thing as "innocent" stockholders in this case, as the contract had always been spread upon the public records; that the stock was taken subject to all the conditions imposed by the franchise; and that the time for the city to acquire the property was now, and not after the expiration of the term of the franchise.

Mr. Towns was supported by F. B. Thurber, representing the New-York Board of Trade and Transportation, who said that the contract had always been a matter of public record, and argued that it was not the duty of the city to pay an exorbitant price for the stock, regardless of the terms and conditions of the contract.

He was followed by representatives of labor organizations, who said that they were all in favor of the bill, without a dissenting voice.

The Corporation Counsel of New-York, was called on to speak in behalf of the city, and he did so by reading a letter from the Corporation Counsel, Scott, who urged on the attention of the committee the importance of the measure and the necessity of its passage.

Public Control of Franchises, spoke in favor of the bill and urged prompt action by the committee.

A STORM IN THE ASSEMBLY.

YOUNG MR. HUSTED WAS IN THE CHAIR AND OCCASIONED THE OUTBREAK.

Albany, April 21 (Special).—The monotony of the routine work in the Assembly was broken to-day by a storm created by Senator Ellsworth's sweeping amendment to the banking law, which would confer on the Superintendent of Banking the appointment of receivers for all banking institutions of which he may take possession, without the usual recourse to the courts for such appointments.

When the bill was reached, Mr. Hill, of Erie, declared that it was one of the most dangerous measures ever introduced in the Assembly.

He said that it would be a blow to the credit of the Legislature if it passed a bill which would violate the Constitution.

Mr. Green, of New-York, and Mr. Bondy, of Onondaga, made spirited attacks on the measure.

Mr. Palmer, of Schoharie, began a speech in opposition to it, but gave way to a question from Mr. Aldis, who suggested that there were a few members in the chamber that it would be well to lay aside the bill for the present.

A motion to that effect was carried, but Mr. Palmer, who had simply given way for a question, knew what the other members were about.

As Mr. Husted had been called to the chair, he declared the motion carried, members on all sides who desired to take advantage of the slim attendance, and he kept the bill on its feet.

Mr. Husted, however, was not to be so easily deceived, and he kept the bill on its feet.

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IN THE CYCLING WORLD.

CONSULATE HOLDS A LIVELY MEETING.

ACTION TAKEN ON MANY QUESTIONS—RAISING MEN GOING ABROAD—GOOD ROADS TO TRAVEL.

History repeats itself. The ghost of the Cyclists' Federation was at a meeting of the New-York Consulate of the L. A. W. was held at Sherman Hall, Seventy-first-st., and the Boulevard, last night. According to the constitution, fifty members must be present to constitute a quorum. A smaller number than that was present last night, including the women and reporters. Mrs. Merry, "the bicycle angel," started the trouble by demanding an explanation why the name of M. L. Bridgman had been rejected. This brought Davis Cohen to his feet, but his trade was cut off by Chairman J. B. Townsend, who ruled Mr. Cohen out of order. The chairman was sustained, and what promised to be an old-fashioned Federalist wrangle was smothered in its infancy. Messrs. Leroy, Rose and Heany were appointed a committee to draw up a list of names for the Associated Cycling Club of New-York on all questions affecting cyclists. C. A. Shedd wanted a complete list of names to be drawn up, and referred to a committee. A resolution was adopted condemning the Page bill, which, if passed by the Legislature, will give another ten years' lease to the Street Sprinkling Association. Complaint was made that certain streetcar conductors were in the habit of speaking of cyclists as "peddlers" to the ferries. They will materialize some day.

M. T. Faulkner, the trainer who contemplates taking an American team of racing men to Europe within a few weeks, left town for Baltimore yesterday, and he expects to have his arrangements complete before he returns to this city. Faulkner is in negotiation with certain manufacturers. The Butler boys, Thomas and "Nat," are expected to be of the party, and it was said yesterday that Charles Murphy, O. S. Kimball and Otto Ziegler would also be in the party. It has been spoken of as probably being the last time that the Butler boys will be in the country this year. W. C. Sanger and Gardiner are expected to be of the party. It is Faulkner's intention to have the Butlers try for tandem honors on the other side.

Some people have complained to the New-York State Division of the L. A. W. that a man has been writing letters to the women whose names appear in "The L. A. W. Bulletin" as anxious to join the League of American Wheelmen. President Potter's attention has been called to the complaints, and yesterday he issued the following letter: "A person signing himself Stanley Barton, No. 17 High-st., Oneida, N. Y., care M. M. Office," has been writing letters to ladies whose names appear in 'The L. A. W. Bulletin' as anxious to join the League of American Wheelmen. The division officers last year stopped a man from continuing the same tactics.

Road improvements, stimulated by wheelmen, are making rapid strides this season, and some of the contemplated work will be of particular interest and benefit to the members of the New-York Athletic Club, to whom the sad condition of a few stretches of road on the route to Travers Island has been a constant source of annoyance and trouble.

One part of the road which it is intended to remedy is a stretch of the road from the ham-ave. to Travers Island. This comes under Commissioner Hoffman's jurisdiction. He has promised to have it mended at once, and it is expected that the spring fairly opens will have it in good condition. The remainder of the road beyond the city line is the hand of Commissioner McMillan, and will be put in good shape for riding before June. The pleasure of wheeling to Travers Island will be increased by the improvement of the road from Pelham Road to Travers Island, to be finished before June, and riding will be further improved by the new road from Bronx Park to Pelham Bay, sixty feet wide and two and one-half miles long. It is, however, not yet ready for use this season.

Commissioner Waring, of the Street Cleaning Department, being enthusiastic about his own bicycle, was among the first to recognize the bicycle as a time-saver and a machine of utility in public office. An experiment proved the correctness of his convictions, and now his cycle squad is a permanent feature of the Street Cleaning Department. The members are officially called inspectors, and it is their duty to watch the men and see that the cycle inspector is better fitted for his task than the foot patrol. The cycle squad is the slightest carelessness in cleaning. There are now eighty-seven men on Commissioner Waring's cycle staff.

The chief pacemakers at the open spring century run of the Century Wheelmen to Patchogue, Long Island, and return, on Sunday, April 23, are among the best in the country. They are George C. Brown, William Ward, Charles P. Starnes, Arthur A. L. Starkweather, and they will be assisted by competent assistants. Matthew Gibb, captain of the club, will have charge of the run.

There will be a bicycle entertainment at the academy of Professor "Ike" Johnson to-night. The programme will be as follows: Overture, Orchestra; burlesque, "Learning to Ride," P. Johnson; bicycle riding, illustrating various tricks, in bicycle costume, M. L. Johnson; wheel chair, Charles Dunne; fancy riding, "Ike" Johnson; first half of century run, "Ike" Johnson; potato race, open to all; fancy riding, "Ike" Johnson; obstacle race, open to all; finish of polo game, "Ike" Johnson's staff.

Three burglars attempted to rob the store of the Dayton Bicycle Company, at No. 76 Reade-st., on Tuesday night. They were frightened away by the police, and nothing was stolen.

Cyclists desiring to join the League of American Wheelmen may obtain full printed information and membership blanks by sending their names and address to the Cycling Editor, Tribune.

Jaap Eden, called "The Flying Dutchman," and one of the fastest riders in Europe, is expected in this country in a few weeks. Eden may not follow the racing circuit, but he will be ready to meet any of the fast professionals in match races.

John Jones, who has wheeled from this city to San Francisco and back since January 15, arrived in Yonkers on his return trip late yesterday. He will leave a Getty House at 8 o'clock this morning for New-York, and will report at The Tribune office.

CHAIRMAN MOTT'S ANNOUNCEMENTS.

WEEKLY BULLETIN OF THE L. A. W. RACING BOARD ISSUED.

Baltimore, April 21.—The following handicappers are announced: District No. 12—C. Eldredge, York, Neb.; District No. 14—Henry Goodman, No. 132 Sixth-st., Portland, Ore.; to be the handicapping for Oregon and Washington, until further notice.

The restriction on the eight-lap track of the Trans-Mississippi Amusement Company, of Omaha, Neb., is removed pending an investigation.

The restriction on the track at Dowagiac, Mich., is removed and sanctions will be granted for bicycle races held there when under the auspices of the Dowagiac County Fair Association. No sanctions will be granted to that association.

For promoting sanctioned races W. J. Benedict is placed upon the list of those to whom sanctions will be refused.

Suspended pending investigation—William Price, Mahanoy City, Penn.

The following sanctions are granted: Electric 2:15 Club, Prospect Park, Baltimore, June 19-20, July 10-11, 24, August 7, 14.

A SURPRISE AT BENNING.

LADY ASHLEY BEATS THE FAVORITES FOR THE MOUNT VERNON STAKES.

Washington, April 21.—There was a better attendance at Benning to-day than on any previous day of the meeting, and many women were present. The fields in several of the races were better. Three favorites won. The surprise of the day was the victory of Lady Ashley in the Mount Vernon Stakes, defeating Juda and Money Spinner, both warm favorites at prohibitive odds. Track and weather good. Summaries:

FIRST RACE—Six and one-half furlongs. 1 8-5 Passover, 100 (Harrison)..... 2 10-20 Billah, 95 (O'Connor)..... 3 40-1 Sonnet, 96 (Mason)..... Time—1:24.

SECOND RACE—MOUNT VERNON STAKES, purse, \$750; for two-year-old fillies and geldings. Half mile. 1 7-1 Lady Ashley, 100 (Dorsey)..... 2 10-1 Juda, 100 (Littell)..... 3 5-1 Chief Boy, 100 (O'Leary)..... Time—1:20.

Money Spinner and Ella Daly also ran. THIRD RACE—Six furlongs. 1 4-5 Loch Olyn, 100 (Doyle)..... 2 10-1 Charenton, 100 (Doyle)..... 3 30-1 Bob Leach, 100 (Porter)..... Time—1:18.

Muskeeter, Tempestade, Elmont, Calibee and Chief Olin also ran. FOURTH RACE—Four and one-half furlongs. 1 8-5 Tormentor, 111 (Stimms)..... 2 10-1 Ma Petite, 95 (Stanhope)..... 3 40-1 Ellen D., 68 (O'Connor)..... Time—1:09.

WIM DUCK, Verna J., Nettle Gun, Gun Metal and Thirty also ran. FIFTH RACE—One mile. 1 1-3 Counselor Howe, 108 (Stimms)..... 2 6-1 Emotional, 98 (O'Connor)..... 3 4-1 Flames also ran. Time—1:46.

ENTRIES FOR TO-MORROW.

First race—Five-eighths of a mile: Mistral..... 102 Bell Dick..... 80 Miss Lohan..... 101 Miss Lillian..... 80 Counselor Howe..... 101 Black Velvet..... 80 Her Own..... 94 Revel..... 80 Maud Adams..... 80

Second race—Four and a half furlongs: Greenhorn..... 107 Belle..... 104 Brentwood..... 107 Lady Ashley..... 104 Dog Town..... 107 Mr. Stuffed..... 104 Judge Warner..... 104 Laura May..... 101 St. Martha..... 104

Third race—Three-quarters of a mile: Royal Rover..... 113 Arabian..... 90 Lambeth Park..... 107 Black Velvet..... 80 Glee Goe..... 101 Black Velvet..... 80 Prompt..... 101 Sweet Avon..... 91

Fourth race (selling)—One mile: Langdon..... 112 Louise N..... 90 Declaire..... 110 Emotional..... 90 Landale..... 108 Marsden..... 90 Will Killeen..... 106

Fifth race (selling)—One and three-quarter miles, hurdles: Buckeye..... 140 Thackeray..... 130 Tom Moore..... 142 Forget..... 133 Scarce..... 142

WILL IT BE THE THAMES OR THE HUDSON? New-London, Conn., April 21.—The Regatta Committee of the New-London Board of Trade to-day received from Francis N. Bangs, chairman of the Cornell, Columbia and Pennsylvania Regatta Committee, regarding the choice of a course for the intercollegiate boat races. The letter, dated New-York, April 20, says:

As was indicated to your committee when you met the college representatives in New-York, the chief difficulty in the selection of New-London is the course used, which, while fairly satisfactory for two crews, seems almost out of the question for three crews, in which respect, as we said to you, the college course at Poughkeepsie is much superior. We have not yet reached any conclusion, because, although Poughkeepsie is preferred for its course, there has been so much difficulty in securing suitable quarters for the crews. Representatives of Yale and Columbia are to go to Poughkeepsie this afternoon, and if quarters can be obtained, it is quite likely that Poughkeepsie will be selected. If it were not for the difficulty in regard to quarters, it is quite probable that New-London would have been selected some time ago. In the meanwhile, in view of the shortcoming of Poughkeepsie, one of our joint committees was to have been in New-London about this time, to make some further investigation as to the possibility of rowing there.

Poughkeepsie, N. Y., April 21.—There seems to be little question that the college boat races will be held on the Poughkeepsie course if satisfactory quarters can be secured by all the crews. Representatives of Columbia and Yale were here to-day to select quarters for their crews. There will be no trouble about quarters for the three other colleges. Harvard has secured the Eastman House, from Elbow, Pennsylvania has secured the Cannon House, and Cornell will have the Cannon House, on Prospect-st. These are the same quarters which the crews occupied last year. The difficulty which has confronted the local committee has been the selection of quarters for Yale and Columbia.

LAFAYETTE DEFEATS MANHATTAN.

Easton, Penn., April 21 (Special).—Lafayette opened the baseball season to-day by defeating Manhattan from New-York. Both teams played brilliantly at times. Lafayette outbatted and outfielded her opponent. Nevins's pitching and Leuer's batting were the leading features of Lafayette's game. Glennon, at second, did the best work for Manhattan. The score:

Lafayette..... 0 0 0 1 0 0 0 8-12 6 Manhattan..... 0 0 0 0 0 0 1 0-8 4 7 Batteries—Lafayette, Nevins and Barclay; Manhattan, Jefferson and Callan.

OTHER GAMES YESTERDAY.

At Washington—Washington, 21; Catholic University, 4. At Syracuse—Syracuse, 11; Georgetown, 4. At Baltimore—Baltimore, 11; Georgetown, 4. At Fall River—Fall River, 9; Fall River, 4. At Pawtucket, R. I.—Pawtucket, 9; Boston, 6. At Newport News, Va.—Johns Hopkins, 15; Artillery School, 4.

At New Bedford, Mass.—New Bedford, 7; Harvard, 4. At Philadelphia—Philadelphia, 8; Temple, 4. At Reading, Penn.—Reading, 14. At Danville, Va.—Princeton, 9; University of C., 2. At Williamsport, Pa.—Williamsport, 4; Williams, 2.

WHEELING AT THE 9TH REGIMENT GAMES.

The final indoor athletic games of the season were held at the 9th Regiment Armory last night. Ernest Hjertberg made the fastest time of the winter for a mile run, winning the race in 4:31.4. The two-mile bicycle race furnished a fine finish. B. W. Englemdrum, of the Bushwick Wheelmen, won by a few inches in 12:42.4. The mile bicycle novice race went to Benjamin Flood in 2:49.5.

CRESCENTS BEAT A PICKED TEAM.

London, April 21.—The lacrosse team of the Crescent Athletic Club of Brooklyn, N. Y., to-day defeated a picked team of the Surrey lacrosse clubs by a score of 7 to 2.

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